

Abbreviations and Acronyms

Acronym/Term: Definition:

ALLS	All States
CARB	California Air Resources Board
CFV	Clean Fuel Vehicle
DTC	Diagnostic Trouble Code
ECU	Engine Control Unit
ECM	Engine Control Module
EGR	Exhaust Gas Recirculation
MIL	Malfunction Indicator Light
MY	Model Year
NHTSA	National Highway Traffic Safety Administration
NLEV	National Low Emission Vehicle
OBD	On-Board Diagnostics
PCM	Powertrain Control Module
TCM	Transmission Control Module
TSB	Technical Service Bulletin
VECI	Vehicle Emission Control Information
VERR	Voluntary Emissions Recall Report
VSC	Voluntary Service Campaign

Recall Type: Definition:

O	Ordered by EPA
V	Voluntary Recall by Manufacturer
VSC	Voluntary Service Campaign by Manufacturer
I	Manufacturer voluntary action with EPA Influence

Sales Area: Definition:

50S	All states
CL	CA + NLEV (ALLS)
CA	California
FA	Federal (all altitude)
FC	FA + CA
NF	CFV + NLEV (ALLS) + CA
NL	NLEV - All States

Note:

For the purposes of this report only, a Recall Campaign is a direct owner notification requesting or recommending that the vehicle be brought into a service facility for inspection and/or repair regardless of whether there is an indication of failure. For the purposes of this report only, a Voluntary Service Campaign is a direct owner notification alerting the owner of a potential problem should there be an indication of failure, and how the problem will be remedied by the manufacturer should the problem affect the owner's vehicle. EPA recognizes that manufacturers may wish to voluntarily notify their customers of potential issues for which service may be required. However, under 40 CFR 85.1902 (d), any repair, adjustment, or modification program voluntarily initiated by a manufacturer to remedy any emission-related defect for which direct owner notification is provided is defined as a Voluntary Emissions Recall.

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
BMW	07E-A01	2955	V	9/25/2007	2007	335 i, 335 i Coupe	7BMXV03.0N54	Software errors inhibit the Digital Motor Electronics (DME) from being able to detect certain emissions-related faults. The service engine soon light may not illuminate to warn of an emissions-related malfunction. Remedy: Software errors were corrected for production and BMW will initiate a Voluntary Emissions Recall Report (VERR) which includes owner notification to reprogram the PCM. The corrective measure consists of a software update in the Engine Control Unit (ECU) module to address the OBD-related shortcomings. Vehicle owners will be asked to make an appointment with an Authorized BMW dealer to have the repair performed.	5,602	FC	5,602
DAIMLER/CHRYSLER	F31	2758	V	8/15/2006 * Reported to EPA on 2/15/2007	2006	Jeep Liberty	6CRXT02.82RX	The OBD communications protocol supported by the Transmission Control Module (TCM) on some 2006 model year Jeep Liberty vehicles equipped with 2.8L diesel engines is not consistent with the protocol supported with the ECM. Some generic scan tools may be able to communicate with either module but not the other. Remedy: DaimlerChrysler will conduct a voluntary emissions recall to reflash the TCM of the affected population with the proper OBD communications protocol.	3,578	FA	3,578
DAIMLER/CHRYSLER	2006-27-E/F47	2806	V	3/1/2007	2006	Chrysler 300, Dodge Magnum, Dodge Charger	6CRXV03.5VE0	The metallic foil substrate of the pre-catalysts may fracture and separate due to thermal cycling. Exhaust emissions may exceed applicable standards if pre-catalyst separates. MIL illumination will occur shortly after. Remedy: DaimlerChrysler will conduct a voluntary emissions recall to replace suspect catalyst assemblies and to reflash the PCM.	290 62	CA FC(FA + CA)	352
DAIMLER/CHRYSLER	2006-33-E/F49	2855	V	1/1/2007	2007	Dodge Dakota	7CRXT04.7PE0	An inapplicable VECI label was affixed to some 2007 4.7L Dodge Dakota vehicles. Remedy: DaimlerChrysler will conduct a voluntary emissions recall to replace the VECI label on affected vehicles.	29	FA	29
DAIMLER/CHRYSLER	2007-4-E/G04	2878	V	3/1/2007	2007	Chrysler Pacifica	7CRXB0241M80	Some 2007 MY Pacifica vehicles have power train control modules with an incorrect oxygen sensor biasing calibration. Remedy: DaimlerChrysler will conduct voluntary emissions recall to reflash power train control module.	2,647	CA	2,647
DAIMLER/CHRYSLER	2007-6-E/G06	2900	V	3/1/2007	2008	Dodge Avenger	8CRXB0144M80 8CRXB0241M80 8CRXB02.4ME0 8CRXB04.0ME0 8CRXV0167M70 8CRXV02.7MHP	An inapplicable vehicle Emission Control Information (VECI) label was affixed to some early 2008 MY Dodge Avengers. Remedy: Chrysler will conduct a voluntary emissions recall to replace the VECI label on the affected vehicles.	179 43 795 215 45 306	CA CA FA FA CA FA	1,583
DAIMLER/CHRYSLER	2007-8-E/G13	2922	V	4/1/2007	2007	Jeep Grand Cherokee	7CRXT0226N73 7CRXT03.7NE3	A VECI label with incorrect evaporative system information was affixed to some 2007 MY Jeep Grand Cherokee vehicles. Remedy: DaimlerChrysler will conduct a voluntary emissions recall to replace the VECI label on the affected vehicles. VECI labels will be sent directly to the owners. If the owner is concerned about installation of the label they may take the vehicle to a dealership if they desire.	706 1,621	CA FA	2,327

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
DAIMLER/ CHRYSLER	2007-15-E	2960	V	6/21/2007	2007 2008 2007	Chrysler Sebring Chrysler Sebring, Dodge Avenger Dodge Ram 2500, 3500, Dodge Ram 1500	7CRXV0167M70 7CRXB0241M80 7CRXB04.0ME1 7CRXV02.7MHP 8CRXB0241M80 8CRXV0167M70 8CRXB04.0ME0 8CRXV02.7MHP 7CRXK0345370 7CRXK05.7TX0 7CRXT0226P81 7CRXT0287P80 7CRXT0345P70 7CRXT03.7PJO 7CRXK05.7PEO 7CRXK04.7PJP	Under certain starting conditions some 2007 and 2008 model year vehicles with Totally Integrated Power Modules (TIPM) and automatic transmissions may have only a single forward gear ratio available for the duration of the trip. This can occur if the key is left in the ignition in the "Off" position for greater than 45 seconds but less than 10 minutes before the engine is started. The vehicle will start normally on the next trip unless the specific start-up sequence is again followed. Both emissions and drivability will be affected when vehicle is stuck in one forward gear. Remedy: Chrysler issued a voluntary emission recall to reprogram the TIPM on affected vehicles.	2,051 385 1,985 11,212 884 1,979 2,340 5,606 46 153 17 25 2 83 309 395	CA CA FA FA CA CA FA CA CA FA CA FA FA FA	27,472
CHRYSLER	2007-28-E	3342	V	11/1/2007	2007 2007 2008 2008	Sebring Sebring Sebring/Avenger Sebring/Avenger	7CRXB0144M80 7CRXV02.4ME0 8CRXB0144M80 8CRXB02.4ME0	The driver side cooling fan motor electrical connector could become contaminated with engine coolant, which could lead to electrical arcing between the motor terminals, potentially causing the fan to quit operating or the connector to overheat. The problem was in the location of the electrical connector which is beneath the overflow spout of the coolant recovery bottle. Remedy: Chrysler will conduct a safety recall (G39) to inspect the connector for coolant, clean and repair as necessary. In addition, Chrysler will relocate the cooling fan ground terminal and install a wiring harness overlay.	13,925 44,271 12,130 32,894	CA FA CA FA	103,220
CHRYSLER	2007-02-E	3349	V	10/1/2007	2007 2007 2007 2007 2008 2008	Dodge Ram 2500/3500	7CEXK040838W 7CEXK040848W 7CEXK06.7TXW 7CEXK06.7UXW 8CEXK06.7TXW 8CEXK06.7UXW	The OBD system on about 74,000 vehicles may not detect a failed oxygen sensor or illuminate the MIL as required. In addition, the OBD system may cause these vehicles to fail an Inspection Maintenance (Readiness) test and may not store mileage as required for certain transmission faults. Remedy: The oxygen sensor module must be replaced and the ECM must be reprogrammed (reflashed). The new software will also improve vehicle drivability and reduce the potential for exhaust soot accumulation in the vehicle's particulate filter.	5,054 28,076 3,829 27,896 11,160 7,386	CA FA CA FC (FA + CA) FC (FA + CA) FC (FA + CA)	83,401

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
CHRYSLER	2007-02-E	3350	V	11/7/2007	2007 2007 2007 2008	Dodge Ram 2500 2500 3500 3500 2500 3500	7CEXK040838W 7CEXK06.7TXW 7CEXK040848W 7CEXK06.7UXW 8CEXK06.7TXW 8CEXK06.7UXW	The soot filter on some 2007 Ram 2500/3500 vehicles may fail due to internal cracks from very high regeneration temperatures which result from continued soot loading without adequate regeneration. The design of the ECM calibration prevents the level of temperatures that initiate filter cracking, but in certain operating conditions the calibration is not robust enough. Remedy: Cummins has implemented calibration improvements for filter regeneration and soot loading to prevent possible filter cracking. The calibration content is included in the ECM re-calibration of the Chrysler G30 recall campaign.	5,054 28,076 3,829 27,896 11,160 7,386	CA FA CA FC (FA + CA) FC (FA + CA) FC (FA + CA)	83,401
CHRYSLER	2007-01-E	3351	V	11/1/2007	2008	Dodge Ram 3500	8CRXK06.7UXW	An inapplicable VECI label was installed on some early 2008 model year Dodge Ram 3500 vehicles. Some 50-state certified 2008 model year D1 vehicles were built with VECI labels that incorrectly state "Not for sale in states with California emissions standards". Remedy: Chrysler will conduct a voluntary emissions recall (G37) notification to replace the VECI label on the affected vehicles.	4,660	FC (FA + CA)	4,660
CHRYSLER	2007-02-E	3352	V	10/1/2007	2007	Dodge Ram 2500/3500	7CEXK040838W 7CEXK040848W 7CEXK06.7TXW 7CEXK06.7UXW	Vehicles produced before April 14, 2007 will not set the OBD readiness bits for EGR and O2 sensors to the ready state. This issue occurs after the EGR and O2 malfunction detection monitors have made a pass or fail decision. Remedy: The OBD readiness issue for EGR and O2 monitors was fixed in production by a running change software calibration. Additionally, on Cummins' behalf, Chrysler will conduct a voluntary emissions recall (G30) to reprogram the ECM with the updated software containing OBD readiness fixes.	5,054 3,829 28,076 27,896	CA CA FA FA	64,855

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
FORD	07E20	2638	V	3/22/2007	2006	Explorer/ Mountaineer	6FMXT04.63EX	The OBD system strategy may not enable MIL for Output Shaft Speed (OSS) sensor faults and MIL/DTCs when the ECM loses communication with the TCM. Several problems can occur leading vehicle operator to seek service: vehicle in a single transmission gear, vehicle will not crank, or vehicle will only operate in reverse, neutral or third gear. Remedy: Ford Motor Company issued voluntary emissions recall to reflash ECU.	20,500	FC(FA + CA)	20,500
FORD	07E19	2880	I	2/19/2007	2007	F-Series Flex Fuel Vehicles	7FMXT05.44HF	Some trucks may have a dual threshold catalyst monitor software strategy that disables the catalyst monitor when switching from gasoline to E85 fuel or vice versa. This software error may cause the vehicle to stop monitoring the effectiveness of the catalytic converter and could allow excessive emissions into the environment. Remedy: The PCM will be recalibrated by a dealer at no charge to the owner.	22,400	FC(FA + CA)	22,400
GENERAL MOTORS	ML-MW206	2823	V	1/29/2007	2006	Chevrolet Cobalt	6GMXV02.4029	The fuel injector used in this application on certain build dates has a fuel weepage problem. Due to lack of adequate process control at the supplier, cracks may develop at the pole piece retention weld inside the fuel injectors. If a crack propagates sufficiently, external fuel weepage may occur. The most likely weepage path is through the injector overmold into the injector connector pocket. Fuel weeping into the connector pocket can either wick up inside the injector wiring or hydraulically force the wiring connector from the injector. Remedy: General Motors initiated a voluntary emissions recall to install the revised injectors into the affected vehicles. Injectors produced using the revised process, to eliminate the internal cracking, are now available in production and service.	58,916	FC(FA + CA)	58,916
GENERAL MOTORS	ML-MW213	2924	V	4/27/2007	2007	Saab 9-3 Convertible	7GMXV02.3001	Affected vehicles were built with a VECI label that has an incorrect emission test group name 7GMXV02.0003 on the label. The correct test group name should be 7GMXV02.3001. Remedy: A corrected VECI label is to be installed on the affected vehicles. A new label will be sent with installation instructions directly to customers of record. If the customers desire, they may bring the label to their dealer for installation at no charge at any time through October 31, 2007.	8,633	FC(FA + CA)	8,633

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
GENERAL MOTORS	07153	2975	V	6/8/2007	2007	Cobalt	7GMXV02.4029 7GMXV02.2030	An incorrect TCM service calibration was installed in the subject vehicles. The installed TCM calibration could result in the torque converter clutch hunting, causing 200-300 RPM engine speed variation, and possible unpleasant shifts. Remedy: General Motors will conduct a voluntary emissions recall (07153) on the affected vehicles, to have the correct TCM calibration installed.	108 21	FC(FA + CA)	129
GENERAL MOTORS	ML-MW239	3310	V	8/21/2007	2007	Chevrolet Uplander	7GMXT03.9140	Certain 2007 Chevrolet Uplander minivans equipped with the 3.9L engine were produced or serviced with calibrations that do not allow the ethanol content of the fuel to be learned as required for correct flex fuel operation. Fueling these vehicles with E85 fuel could result in illumination of the MIL and rough engine operation. Remedy: General Motors will conduct a voluntary emissions recall on the affected vehicles to install a revised calibration which enables the flex fuel logic.	1,396	FC	1,396
GENERAL MOTORS	ML-MW251	3337	V	10/30/2007	2007	SAAB 9-3	7GMXV02.3001	An anomaly in the engine control module software may result in excessive fuel enrichment in certain driving conditions. The excessive enrichment may result in spark plug fouling and poor starts. Customers may experience MIL illumination due to misfire or have hard to start or no start conditions. Remedy: A voluntary emissions recall campaign will be conducted. GM will install software that will not cause the potential excessive fuel enrichment.	17,618	FA	17,618
HONDA/ACURA	PUDR-Q49-00	2749 2873	V	6/15/2007	2002 2003 2004 2005 2006 2003 2004 2005	Insight Civic Hybrid	2HNXV01.02N4 3HNXV01.01A4 4HNXV01.02A6 5HNXV01.02A6 6HNXV01.0YJV 3HNXV01.34A5 4HNXV01.35A6 5HNXV01.33A6	MIL illumination may be caused by inappropriate calibration of the OBD system. The system may falsely detect catalyst deterioration. Remedy: Voluntary emissions recall to install the correct programming of the ECU at no charge to the owner.	637 336 162 261 451 28206 15424 17353	FC(FA + CA)	62,830
HONDA/ACURA	07-028-00 (Q61)	3367	V	11/19/2007	2005	Acura RSX	5HNXV02.4KBP	Incorrect throttle bodies (which include the evaporative purge control solenoid) were installed on some vehicles at the dealership to remedy a known defect (throttle position sensor fluctuation, EDIR-04-009). These throttle bodies now have inadequate evaporative purge ports. Remedy: An emission recall campaign (Acura TSB #07-056) will be conducted to notify owners of affected vehicles to bring vehicles to the dealership for replacement of the incorrect throttle body with a proper throttle body. The service bulletin, Acura TSB	11,434	CA	11,434
JAGUAR	R176	2936	V	2/5/2007	2005	S-TYPE 3.0 S-TYPE 4.2 S-TYPE R	5JCXV03.0DNE 5JCXV04.2DNF 5JCXV04.2DSB	It is possible that some fuel tanks were not made to material thickness and/or dimensional specification. This may prevent the fuel delivery module, jet pump module or cluster valve seals from adequately sealing. The vehicle may illuminate a MIL, exhibit a fuel odor or, possibly, after completing refueling, liquid fuel may be seen on the ground. This is a combined evaporative emissions/safety recall. Remedy: Dealers are to remove the installed fuel tank on affected vehicles, inspect the tank and determine if seal replacement is possible. If repair is not possible the original fuel tank is to be replaced with a tank manufactured to the approved specification following standard Workshop Manual procedures.	8,904 3,709 1,042	FC(FA + CA)	13,655

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
MERCEDES-BENZ	2007040005	2904	V	5/1/2007	2007	C230	7MBXV02.5U2A	These certified Flex Fuel Vehicles are equipped with ECM's capable of modifying the engine control system based on sensor readings regarding fuel type. A small number of the vehicles have been identified as having installed ECM software for gasoline only. When filled only with E85 fuel the vehicles without an engine control module software update may experience starting problems, rough vehicle operation and "check engine" lamp illuminated. Remedy: Mercedes conducted a service campaign and will have all affected vehicles corrected free of charge. Notice to dealers to reflash the ECU software on affected vehicles to the current FFV values were sent electronically March, 2007.	30,576	FC(FA + CA)	30,576
MERCEDES-BENZ	2007040006	2923	V	5/1/2007	2007	C230	7MBXV02.5U2A	The 2007 model year C230 flexible fuel vehicle can operate on both gasoline and ethanol fuels. These commercially available fuels can contain different amounts of oxygenated components. When the C230 vehicle is refueled the engine management system could misinterpret the gasoline in the fuel tank as ethanol only because the oxygen content in the fuel is different from the previous tank fill. This misinterpretation can result in the fuel adaption incorrectly calculating fuel enrichment values. Over time, this continual mis-calculation can result in MIL illumination. Rough engine operation may be experienced depending on the fuel mixture. Extended operation of the vehicle with the MIL illuminated could result in catalyst damage. Remedy: The customer will receive the corrected ECM software at no charge and if an OBD fault code was stored in relation to the fuel adaptation, the catalyst will also be inspected to ensure its proper functionality. If the catalyst is found to be impaired, it will be replaced free of charge.	30,576	FC(FA + CA)	30,576
MERCEDES-BENZ	200708003	2988	V	9/1/2007	2007	GL320	7MBXT03.0B10	In some cases, the charge air cooler hose can become disconnected from the charging air inter cooler inlet. If the material thickness under the clamp of the reducing bushing and a thinner end of the cooler hose exist, the hose will not stay attached. The MIL will illuminate and the PCM will put the vehicle in "limp home mode", causing the customers to return to the dealership for service. With the hose off, both emissions and drivability are adversely affected. Remedy: The hose has been improved for both service replacements and production vehicles. All owners will receive letters encouraging them to bring their vehicles in for a hose replacement free of charge.	1,554	FC	1,554
PORSCHE	W716	2910	V	3/19/2007	2006	Cayenne S, Turbo	6PRXT03.26E1 6PRXT04.5SE1 6PRXT04.5TE1	The fuel line pressure at the fuel-fired heater (FFH) drains back after key off. This causes the heater not to refire on next request. The FFH control unit has to be "unlocked" by dealer with a Porsche service tool. Reprogramming the control unit will allow the pump to run sufficiently to ensure operation and avoid the FFH from locking in the future. Remedy: Owners will be notified by letter to take vehicle to Porsche dealer to have the ECU reprogrammed.	24 24 24	FC	72

2007 Emissions-Related Recall Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
PORSCHE	W738	2992	V	7/26/2007	2008	Cayenne S Cayenne Turbo	8PRXT04.8SED 8PRXT04.8TED	The engines of model year 2008 Cayenne S and Cayenne Turbo vehicles are equipped with oil spray jets for the purpose of piston cooling and to provide additional lubrication of the cylinder barrels. It is possible that the opening pressure of the oil spray jets may not be correct on some vehicles. Under certain operating conditions this may lead to the warning "Oil pressure too low" appearing in the multi-purpose display. Remedy: Porsche issued a voluntary emissions recall to raise the oil pressure by means of a software alteration of the ECU. This will ensure adequate oil pressure under all operating conditions.	2,045 780	50S	2,825
SUBARU	WVB-12	2786	V	3/2/2007	2005	Outback 2.5XT Legacy 2.5GTTurbo	5FJXX02.5YNX 6FJXX02.5YPY	Some 2005, 50-State certified Subaru Legacy and Outback 2.5L MT turbo models may experience a short circuit in the transistor diode within the ECM. This is caused by a negative surge of current flow to the drive circuit of the main cooling fan relay. If the ECM circuitry gets damaged, it could cause the main cooling fan to run continually. Remedy: A modification was made to the main cooling fan relay. The negative surge current protector in the relay was changed from a diode to a resistor, in order to protect the ECM circuitry. Subaru conducted Customer Service Campaign WVB-12 (Radiator Cooling Fan Relay) and owners were notified of the repair program to install an improved cooling fan relay and check for ECM circuit damage which could require ECM replacement.	9,146 2,549	FC(FA + CA) FC(FA + CA)	11,695
SUBARU	WWV-06	2935	V	3/1/2005 Reported to EPA on 4/26/2007	2005	Outback H6	5FJXT03.0TLW	The catalytic converter may fail due to an increase of exhaust temperature when driving in first gear for an extended period of time in either "manual" or "sport" mode. Under these circumstances raw fuel, which is generated due to fuel cutout logic, collects in the converter causing the over-temperature condition. The manual/sport mode allows the driver to manually select the desired gear. Current software will not automatically shift the transmission when there is a near over rev condition. There is no data on emissions or drivability concerns. Remedy: Subaru has changed the Transmission Control Module (TCM) programming in 12/2004 for production and for service since 3/2005. Owner letters for recall were mailed starting March, 2005. A second mailing occurred in June 2007.	12,413	FC(FA + CA)	12,413
VOLKSWAGEN	N7	2490	V	5/29/2007	1999 2000 2001 2002	Jetta, GTI	XVWXV02.8224 YVWXV02.8224 1VWXV02.8224 2VWXV02.8224	Catalytic converter may fail due to an internally melted monolith. DTC codes P0420 and P0300 (misfire) are detected in some vehicles, along with MIL illumination. Vehicles are no longer in production - no production improvements available. Volkswagen of America will issue a service action with customer notification to update the vehicle ECM software for improved converter efficiency thresholds and more stringent misfire detection. Remedy: Voluntary emission recall to reprogram ECM was issued on 5/29/2007.	10,293 36,447 37,320 5,319	FC(FA + CA)	89,379

2007 Emissions-Related Recall Campaigns through December 2007

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VOLKSWAGEN	P7	2821	V	1/12/2007	2006	Passat	6AD XV02.0366	The power brake booster hose may crack or break at the flange. Vehicle runs rough at start up and when MIL illuminates the DTC P-2187 (system too lean at idle) is stored in the ECM memory. Remedy: An updated brake booster hose PN: 3C0 612 041BA was incorporated at Mosel Production: April 8,2006 and Emden Production: April 27, 2006. Safety Recall (P7) will notify owners and dealerships of the no charge repairs.	54,099	FC(FA + FC)	54,099
VOLKSWAGEN/ AUDI	2007/04/10	2814	V	4/16/2007	2001	New Beetle, GTI, Golf, Jetta	1AD XV01.8346	An incorrect interpretation of information in the electronic parts catalogue directed dealership technicians to install the wrong catalyst on these particular vehicles. Remedy: The manufacturer initiated a service action to inspect and, if needed, replace the catalytic converters in affected vehicles.	2,300	FC(FA + CA)	2,300
VOLKSWAGEN/ AUDI	M7 VW & JL Audi	3354	V	9/28/2007	2003	Audi A6 & A4 Passat1.8T/Audi A4 Passat 2.8	3AD XV03.0344 3AD XV01.8342 3AD XV02.8334	A safety recall was initiated due to concern of engine stalling or quitting while driving because of the premature wear of the carbon brush set in the fuel pump. Part numbers 8E0 906 087 D/E/N/P are involved in the recall. Remedy: Volkswagen and Audi dealers were sent instructions on or about September 26, 2007 to inspect suspect vehicles and their service records in determining if the fuel pump had been replaced. Fuel pumps will be replaced on vehicles not previously repaired.	99,432	FC (FA + CA)	99,432
VOLVO	181	2766	V	7/16/2007	2003 2003 2004 2004 2004 2004	S60, V70 S60, V70 S60, V70 S60, V70 AWD S60, V70,S40 S60, V70,S80,XC90 &AWD	3VV XV2.43S2N 3VV XV2.43U1N 4VV XV2.43S2N 4VV XV2.52L1T 4VV XV2.43U2N 4VV XX2.52U2T	The signal from the fuel pressure sensor is used to control both fuel pressure and to calculate the injection time of the injectors. A fault in this pressure information (e.g. too high) will give both an error on the real fuel pressure (e.g. too low) and a fault on the injection time (e.g. too short). However, negative impacts on emissions and drivability are avoided by the use of adaptation, preprogrammed values, or both. If the fault comes suddenly or is too large to be compensated for by adaptation, it is possible to experience considerable impact on drivability and emissions. Component design improvements were implemented to the solder pins (06/2002, 01/2003, 03/2004) to address this problem Remedy: A recall was issued on 7/19/2007 to replace the fuel pressure sensor in the 2003-2004 model year vehicles.	1,576 13,201 8,148 5,467 24,776 86,198	CA FC(FA + CA) CA FC(FA + CA) FC(FA + CA) FC(FA + CA)	139,366
VOLVO	168	2767	V	7/9/2007	2003 2004	S80, S80 Executive	3VV XT2.92U1T 3VV XV2.92U1T 4VV XV2.92U1T 4VV XT2.92U1T	The PCV nipple of the crank case ventilation system may crack or come loose resulting in an air leakage. The nipple serves as a calibrated flow restriction in the system. The nipple also prevents blow-by gases from entering the atmosphere by serving as a union for system piping. Remedy: This recall will replace the PCV nipple.	8,529 2,046 3,126 16,084	FC(FA + CA)	29,785
VOLVO	R600-169	2973	V	8/10/2007	2006	S40,V50	6VV XR0132EV2	Volvo has found that the emission control label is misprinted on some of the affected vehicles. The label says 6VNXR0130EV2 where the correct value is 6VVXR0132EV2. Remedy: Letters will be sent to owners starting on or about August 10, 2007 requesting that they return their vehicles to Volvo dealerships to have the emissions label replaced.	16,536	CA	16,536
Total number of Vehicles affected by Recall Campaigns:											972,990

2007 Emissions-Related Voluntary Service Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
DAIMLER/CHRYSLER	D-07-18	2856	VSC	7/16/2007	2004	Chrysler Pacifica	4CRXT03.82N0	Some 2004 Chrysler Pacifica vehicles equipped with 3.5L engines have a plug in the housing of the EGR valve that may shift or be ejected. If this occurs exhaust gas can vent through the open port into the environment. High exhaust gas temperatures and EGR valve flow rates appear to be contributing factors, both of which may be influenced by vehicle operation and driving patterns. The design of the EGR valve housing was changed in production to add a snap ring in the port to prevent movement of the plug. Remedy: DaimlerChrysler will extend the warranty for the EGR valve on affected vehicles to certified useful life (10 years / 100,000 miles).	72,199	FA	72,199
FORD	07M06	2287	VSC	5/21/2007	2004 2003	Aviator	4FMXT04.62FA 3FMXT04.62FA	Vehicles may have an inoperative ignition coil due to internal cracking of the coil housing in the coil manufacturing process. The engine is expected to experience rough running and the MIL will be illuminated. Improvements in the manufacture of the ignition coil were implemented in September of 2001, and improvements were made to the coil housing in November 2003. Other follow-up action is under review. Remedy: A voluntary service campaign (VSC) was issued on 5/21/07 for the Aviator engine families only, to extend warranty coverage to 11 years or 120,000 miles whichever comes first. For vehicles over 120,000 miles coverage good until 11/30/2007.	27,000 23,100	FC(FA + CA)	50,100
FORD	07M07 and 07N09	2543	VSC	7/3/2007	2003	Lincoln LS Ford Thunderbird	3FMXV03.9VF5	Water or oil may enter into the ignition coil cover and the spark plug bore causing a misfire. The MIL will illuminate when the misfire condition occurs. A coil with improved water/oil sealing was put into production in March 2004. Owners who experience this condition are expected to obtain service through their dealerships. There is an adverse effect on both emissions and drivability when misfire condition is present. Remedy: Two voluntary service campaigns were released for 2003 MY only for misfire conditions. VSC 07M07 replaces ignition coils as needed and valve cover gaskets if oil has leaked into the spark plug bore. VSC 07N09 replaces the wiper motor bracket seal. This replacement will be performed if water is present in the spark plug bore. Extended warranty coverage to 10 years or 100,000 miles whichever comes first. For vehicles over 100,000 miles coverage good until 12/31/2007.	28,100	FC(FA + CA)	28,100

2007 Emissions-Related Voluntary Service Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
GENERAL MOTORS	ML-MW215	2881	VSC	4/1/2007	2006	Chev. / GMC Pickup / Utility	6GMXT05.3375	Flex Fuel Vehicles can operate on E85 or gasoline. E85 is a fuel mix of 85% ethanol and 15% gasoline. Due, in part, to the way E85 is mixed before filling the tank, some vehicles could encounter a situation where the engine computer improperly estimates the amount of ethanol in the vehicle's fuel tank and the MIL is illuminated, plus there could be drivability concerns. Remedy: A flex fuel software update (fuel sensing algorithm) is available for ECM reprogramming at no charge under the 8-year or 80,000 mile emission controller warranty.	198,745	FC(FA + CA)	871,987
					2006	Chevrolet Impala / Monte Carlo	6GMXV03.5050		41,337		
					2006	Chevrolet Impala / Monte Carlo	6GMXV03.5051		154,928		
					2007	Chev. / Buick Uplander / Terraza	7GMXT03.9140		2,800		
					2007	Chev. / GMC Pickup / Utility / Van	7GMXT05.3375		86,000		
					2007	Chev. / GMC Pickup / Van	7GMXT05.3373		220,000		
					2007	Chev. / GMC Utility	7GMXT05.3381		57,177		
GENERAL MOTORS	ML-MW209	2905	VSC	2/28/2007	2005	Malibu	5GMXV02.2028	Owners may experience a condition where the fuel tank gas cap won't tighten properly or the fuel cap won't come off, or is broken. These conditions can cause the illumination of the Malfunction Indicator Light (MIL). Additionally, a DTC can be set if fuel cap does not seal adequately at the filler neck surface. Remedy: If this condition occurs on an owner's vehicle within 10 years of the date the vehicle was originally placed in service or 120,000 miles, whichever occurs first, the condition will be repaired for the owner at no charge. Special Coverage Service Bulletin No. 06081 was issued for this evaporative emissions problem.	51,615	FC(FA + CA)	51,615
GENERAL MOTORS	07099	2479	VSC	6/1/2007	2002	Chevrolet Trailblazer, GMC Envoy XL/XUV, Isuzu Ascender	2GMXA04.2187 2GMXT04.2188	The component involved is the fuel tank on certain extended utility vehicles. A fracture may develop in the area where the Inlet Check Valve (ICV) is mated to the fuel tank. The fracture may be related to the process of welding the ICV to the fuel tank and the percent carbon used in the molding of the ICV. Remedy: Warranty was extended for 10 years or 150,000 miles whichever comes first. Letters were sent to the owners beginning in July 2007.	2,324 34,433	FC(FA + CA)	223,907
		3044			2003		3GMXA04.2187 3GMXT04.2184 3GMXT04.2188 3GMXT05.3170 3GMXT05.3183		14,343 64,515 49,326 15,721 2,601		
		2976			2004		4GMXT04.2187 4GMXT05.3170,		16,603 2,404		
GENERAL MOTORS	ML-MW234	2977	VSC	8/12/2007	2004	Colorado Canyon	4GMXT02.8189	The component is the fuel tank gas cap. The failures are either a broken internal ratchet mechanism or inadequate seal at the fill pipe interface surface. The probable causes of the failures are an inadequate internal ratchet mechanism design to withstand the potential force applied upon removal or a main seal design that is not robust to the possible variation in the fill pipe sealing surface. The caps available in service have an improved ratchet mechanism design that can withstand the removal force and an improved main seal design. Remedy: General Motors will implement a special coverage warranty extension to 10 yrs/120,000 miles.	19,270	FC	19,270

2007 Emissions-Related Voluntary Service Campaigns through December 2007

Mfr.	Mfr. Recall Number	EPA#	Type	Owners Notification	MY	Vehicle or Engine Class	Engine Family	Problem Description	Affected Vehicles	Sales Area	Total Number of Vehicles Recalled
GENERAL MOTORS	ML-MW233	2978	VSC	8/6/2007	2004	GTO	4GMXV05.7083	The component is the fuel tank gas cap. The failures are either a broken internal ratchet mechanism or inadequate seal at the fill pipe interface surface. The probable cause of the failures are an inadequate internal ratchet mechanism design to withstand the potential force applied upon removal or a main seal design that is not robust to the possible variation in the fill pipe sealing surface. The caps available in service have an improved ratchet mechanism design that can withstand the removal force and an improved main seal design. Remedy: General Motors will implement a special coverage warranty extension to 10 yrs/120,000 miles.	15,740	FC	15,740
GENERAL MOTORS	ML-MW250	3326	VSC	11/1/2007	2004 2005	Saturn Vue Saturn Vue	4GMXT02.2123 4GMXT03.5145 5GMXT02.2123 5GMXT03.5145	The component is the fuel tank gas cap. The failures are either a broken internal ratchet mechanism or inadequate seal at the fill pipe interface surface. The probable causes of the failures are an inadequate internal ratchet mechanism design to withstand the potential force applied upon removal or a main seal design that is not robust to the possible variation in the fill pipe sealing surface. If the cap fails one of three things will occur, the MIL will illuminate (and a DTC will set), the cap won't tighten or the cap will not come off. The failure of the tank cap function will result in an overt indication that the cap should be replaced. Remedy: The caps available in service have an improved ratchet mechanism design that can withstand the removal force and an improved main seal design. Additionally, GM will implement a special coverage warranty extension to 10 yrs./120,000 miles.	36,754 55,601 31,638 33,647	FC	157,640
								Total number of Vehicles affected by Voluntary Service Campaigns:			1,490,558
								Total number of Vehicles affected by Recalls and Voluntary Service Campaigns:			2,463,548
								SUMMARY			
								Total number of Voluntary Recalls:		36	
								Total number of Voluntary Service Campaigns:		9	
								Total number of Recalls and Voluntary Service Campaigns:		45	